

APPENDIX F

BID PROPOSAL

SIGNATURE PAGE

ELECTRON HYDRO, LLC  
CONSTRUCT DIVERSION REPAIR, SPILLWAY REPLACEMENT AND BANK  
PROTECTION (PHASE 1C)

All submittals must be in ink or typewritten and must be executed by a duly authorized officer or representative of the bidding/proposing entity. If the bidder/proposer is a subsidiary or doing business on behalf of another entity, so state, and provide the firm name under which business is hereby transacted.

Submittals will be received only at 19318 Electron Road East, located at Orting, WA 98360.

REQUEST FOR PROPOSAL SPECIFICATION


ELECTRON HYDRO, LLC

The undersigned bidder/proposer hereby agrees to execute the proposed contract and furnish all materials, labor, tools, equipment and all other facilities and services in accordance with these specifications.

Stellar J Corporation  
\_\_\_\_\_  
Bidder/Proposer's Registered Name  
  
1363 Down River Drive  
\_\_\_\_\_  
Address  
  
Woodland, WA. 98674  
\_\_\_\_\_  
City, State, Zip  
  
jake@stellarj.com  
\_\_\_\_\_  
E-Mail Address

Ex. 6 Personal Privacy (PP)

E.I.N. / Federal Social Security Number Used on Quarterly  
Federal Tax Return, U.S. Treasury Dept. Form 941

  
\_\_\_\_\_  
Signature of Person Authorized to Enter Date  
into Contracts for Bidder/Proposer  
  
R.E. Kinghorn  
\_\_\_\_\_  
Printed Name and Title  
  
360-225-7996  
\_\_\_\_\_  
(Area Code) Telephone Number / Fax Number  
  
601 702 222  
\_\_\_\_\_  
State Business License Number  
In WA, also known as UBI (Unified Business Identifier) Number  
  
STELLJC045J9  
\_\_\_\_\_

State Contractor's License Number (if applicable)

(See Ch. 18.27, R.C.W.)

**Addendum acknowledgement: #1** 12/30/19 **#2** \_\_\_\_\_ **#3** \_\_\_\_\_ **#4** \_\_\_\_\_

***THIS PAGE MUST BE SIGNED AND RETURNED WITH SUBMITTAL***

  
\_\_\_\_\_  
R.E. Kinghorn, President

Stellar J Corporation

Name of Bidder

PROPOSAL

**ITEM 1**

Provide Constructability and  
Cost Savings Consultation  
Prior to Notice to Proceed for  
(Phase 1C)

**ITEM 1A**

Project Manager

**ITEM 1B**

Project Manager

**ITEM 1C**

Site Superintendent

**ITEM 1D**

Site Superintendent

**QUANTITY**

**BID UNIT**

**UNIT COST**

**TOTAL COST**

Ex. 4 CBI

On Site  
Hours

Off Site  
Hours

On Site  
Hours

Off Site  
Hours

Ex. 4 CBI

\$ 20,000.00

\$ 3,240.00

\$ 10,800.00

\$ 2,980.00

\$ 4,800.00

**ITEM 2**

Construct Diversion Repair,  
Spillway Replacement and  
Bank Replacement (Phase 1C)

LS

\$ 5,376,960.00

TOTAL ITEMS 1 - 2

\$ 5,418,680.00

\*\*Sales Tax @ 9.3%

\$ 503,937.24

TOTAL AMOUNT

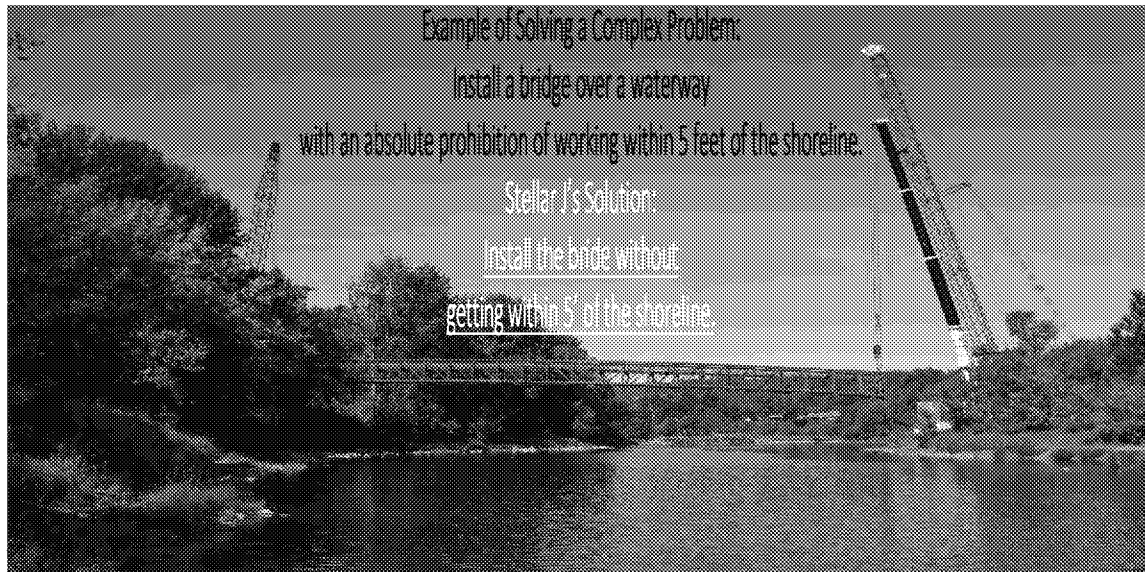
\$ 5,922,617.24

NOTE: Once a Contractor has been selected for this contract only Item 1 will initially be awarded. After a complete construction set of drawings has been prepared with input by the Contractor, final costs have been negotiated and scope of work for both parties has been clearly delineated a Notice to Proceed and Contract for construction of all work in Phase 1C (Bid Item 2) will be awarded.

## 1.1 Experience on Complex Projects

Stellar J Corporation has built and bonded nearly one billion dollars of heavy infrastructure projects since 1997; all with performance penalties. Stellar J has never failed to complete a project and has been late once.

Stellar J's economic model relies on developing project teams trained and experienced in projects of enough complexity to deter all but those that do the same. Our basic approach is to limit the performance risk by doing the critical elements with our own forces including excavation, dewatering, concrete, heavy mechanical, millwright work and miscellaneous metals.



For water and wastewater construction, both new and retrofit, the common thread of complexity is the need to build a complex material handling structure that must maintain capacity and product quality continuously during construction; to code with full time inspection. And oftentimes this work has outfall or intake structures that impose time constraints due to permit issues.

Our bridge group has like issues. Virtually all projects require traffic control, specialty vendor co-ordination and environmental constraints, fish window constraints and other limitations that impose a requirement for complex and through project planning.

Our energy group is in two parts; backup power generation for water and wastewater plants and green energy producing power sold under the terms of Power Purchase Agreements. Of that group Stellar J usually works as the EPC contractor with obligations that including guaranteeing the performance of the designed project. This coupled with Stellar J's experience as an owner/operator of a landfill gas to power production plant, provides us a unique understanding of an owner's challenges as we work to provide service to owners.

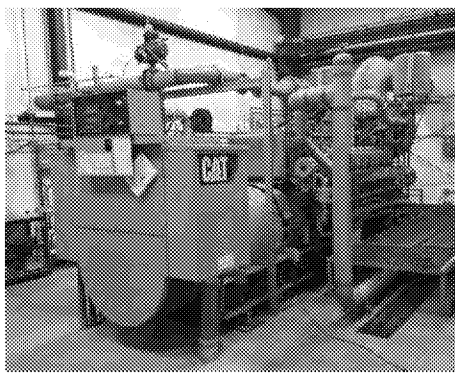
We have included a small sampling of construction photos showing some of our concrete work. Go to drop box link: <https://www.dropbox.com/sh/9vuj3uvcbdd33m3p/AAD5f99jYBmQyVT9NgYoZHpa?dl=0> Also, a matrix showing some of the work performed by Stellar J is provided as follows:



Request for Proposals (Phase 1C)  
Construct Diversion Repair, Spillway & Bank Protection

Job name	Contract in dollars	Description	Preconstruction Services	In Water Work Windows	Power or Water Generation	Cost or Time Reduction	Proposals	Unique or Difficult Access	Independent Contractor QC Program	Job name	Contract in dollars	Description	Preconstruction Services	In Water Work Windows	Power or Water Generation	Cost or Time Reduction	Proposals	Unique or Difficult Access	Independent Contractor QC Program
South Airport Basin Ph II	1,761,516	Pump Station and Piping								South Magnolia CSO	15,495,826	Underground Wastewater Storage Tank							
Wenatchee WWTP Imp	5,852,501	Wastewater Treatment Plant								North Beach CSO Control	10,639,392	Underground Wastewater Storage Tank							
Salem Riverfront Park Imp	1,468,311	Shoreline Restoration								Mary's River / Montesano	4,662,995	Shoreline Restoration							
Long Beach WWTP Imp	2,584,209	Wastewater Treatment Plant								Ridgewood Park Reservoir	22,253,122	Water Reservoir and Pump Station							
Hawks Prairie Satellite	17,018,982	Wastewater Treatment Plant								Bremerton Biotower Improv	1,080,616	Wastewater Treatment Plant							
N. Kelso Storm Water PS	1,576,185	Pump Station and Piping								Fremont Siphon Replacemen	22,864,289	Pipeline and Boring							
Newberg WTP Expansion	5,647,792	Wastewater Treatment Plant								Ellsworth WTP Media Repla	644,093	Wastewater Treatment Plant							
Sullivan Sewer Pipeline	1,194,702	Pipeline								Centralia WWTP Decant Fac	1,175,788	Wastewater Treatment Plant							
Sunnyside WWTP Improvemen	15,033,880	Wastewater Treatment Plant								Dakota Bridge Seismic Ret	3,235,942	Bridges							
Beaverton ASR No. 4 PS	1,278,932	Pump Station and Piping								Port Townsend WTP	13,047,355	Water Reservoir and Pump Station							
Grabhorn ASR Pump Station	2,706,168	Pump Station and Piping								CBWTP Lagoon Phase 3/4	11,747,713	Wastewater Treatment Plant							
Secondary Clarifier & RAS	3,504,970	Wastewater Treatment Plant								Vancouver Westside UV Upg	1,535,844	Wastewater Treatment Plant							
TRRWTP Biosolids Processin	13,533,834	Wastewater Treatment Plant								Pilchuck River Bridge	1,791,586	Bridges							
Klickitat WWTP Improvemen	2,161,722	Wastewater Treatment Plant								PWDC Diversion Dam	2,446,184	Dam Restoration							
Canby Utility WTP Expansi	1,478,545	Wastewater Treatment Plant								Kitsap Pump Stations	5,738,918	Pump Station and Piping							
Ridgefield WWTP Upgrade	1,519,221	Wastewater Treatment Plant								Burlington WTP Improvemen	1,367,481	Wastewater Treatment Plant							
Lincoln City WWTP	12,515,535	Wastewater Treatment Plant								Redondo	3,566,530	Bridges							
Terrace Heights Sewer Sys	4,584,105	Wastewater Treatment Plant								Rock Creek Sec Clarifiers	3,847,056	Wastewater Treatment Plant							
Chambers Creek WWTP	7,954,481	Wastewater Treatment Plant								Lake Sacajawea Flushing	1,623,212	Bridges							
Salmon Creek WWTP Phase 4	14,198,525	Wastewater Treatment Plant								Cedar Creek Bridge Replac	2,113,055	Bridges							
Rainier WWTP Improvements	9,018,696	Wastewater Treatment Plant								Rock Creek Odor Sys Mods	2,253,109	Wastewater Treatment Plant							
Washougal Waterline & Ut	2,435,602	Pump Station and Piping								FABA Pressure Line Upgrad	1,544,586	Pipeline Repair							
Blaine Water Reclamation	25,884,647	Wastewater Treatment Plant								Gig Harbor Plaza/Lift Sta	5,040,838	Pump Station and Piping							
Rock Creek East Aeration	11,347,962	Wastewater Treatment Plant								Vancouver Water Station 1	11,000,562	Water Treatment Plant							
TRRWA North Plant Clarifi	6,216,996	Wastewater Treatment Plant								Bellingham WTP DAF	11,668,343	Wastewater Treatment Plant							
Mercer Island Sewer	4,082,841	Pump Station and Piping								93rd Ave/Koontz Rd Bridge	1,028,658	Bridges							
Klickitat PUD LFG Cleanin	6,565,901	Green Energy EPC								Roseburg Energy LFGTE	6,493,779	Green Energy EPC							
Klickitat PUD Sitework	4,631,057	Concrete								Crazy Horse LFGTE Project	973,595	Green Energy EPC Development							
CBWTP Digesters Expansion	17,720,808	Wastewater Treatment Plant								Miramar New Generating Fa	3,088,000	Green Energy Generator Station							
Swan Island CSO Pump Stat	8,571,970	Wastewater Treatment Plant								Kalama Falls Hatchery	4,990,930	Fish Hatchery							
Shelton WWTP Rehabilitati	20,265,228	Wastewater Treatment Plant								Columbia River Historic Trail	22,568,003	Bridges							
West Point Waste to Energ	12,837,325	Wastewater Treatment Plant								Blue Heron Reservoirs	3,919,297	Water Reservoir and Pump Station							
Lake Chaplain Outfall Imp	1,083,638	Underwater Intake Pipeline								Safeway Pump Station Upgr	1,211,000	Pump Station and Piping							
Interbay Pump Station Upg	12,595,494	Pump Station and Piping								Airport Way 1 PS Improvem	1,784,674	Pump Station and Piping							
Monroe WWTP Phase III Imp	8,548,914	Wastewater Treatment Plant								Alder Pump Station Upgrad	3,506,104	Pump Station and Piping							
Kirkland Pump Station Upg	8,441,250	Pump Station and Piping								Teminals 4 & 6 Rehabilit	2,551,664	Structural Pier Construction							
Gold Beach WWTP Phase II	8,511,718	Wastewater Treatment Plant								Ruby Junction Shop Mods	4,180,188	Equipment Placement							
Ankeny Pump Station Upgra	6,994,436	Pump Station and Piping								US 97 Spanish Hollow Cree	17,658,904	Bridges							
Willamette 1325 Reservoir	1,103,760	Water Reservoir and Pump Station								Terminal 46 Dock Rehabili	15,998,767	Structural Pier Construction							
CBWTP Secondary Process I	7,944,075	Wastewater Treatment Plant								3rd Ave West Water Main R	5,543,604	Pump Station and Piping							
Sandy Hatchery Improvemen	2,889,091	Fish Hatchery								Falls Facility	5,257,093	Fish Hatchery							
CBWTP Digester Mixing Upg	6,114,175	Wastewater Treatment Plant								OES - EPC Contract	22,502,000	EPC Green Energy (Food Waste)							
Whatcom PUD WTP 2 Improve	17,875,769	Wastewater Treatment Plant								LOTT UV Disinfection Upgr	4,129,556	Wastewater Treatment Plant							
Green River Filtration	20,946,737	Water Plant Concrete								Fronia Creek Fish Passage	1,383,884	Excavation and Concrete							
Green River - Mechanical	29,405,663	Water Plant Mechanical								Aberdeen WWTP Disinfection	1,977,100	Wastewater Treatment Plant							
South Magnolia CSO	15,495,826	Underground Wastewater Storage Tank								82nd Dr Pipe/Bridge Impro	2,682,375	Bridges							
North Beach CSO Control	10,639,392	Underground Wastewater Storage Tank								PS No. 22 Retrofit	4,995,000	Pump Station and Piping							
Mary's River / Montesano	4,662,995	Shoreline Restoration								Dam 1 Needle Valve Replac	1,399,000	Dam Restoration							

## Project 1 – Roseburg Energy LFG



**Location** – Roseburg, OR  
**Property Owner** – Douglass County  
**Facility Owner** – Stellar J Power  
**Project Delivery** – Design/Build  
**Role of Stellar J** – EPC Contractor  
**Contract Value** – \$6,500,000  
**Start Date** – 2/2010  
**Completion Date** – 12/2011  
**Max Power Generation** – 1600kw

### Similarities to this Project –

- Stellar J was integral in the preconstruction phase.
- We have built and currently maintain this power plant.
- We strive to create better ways to save on costs that extend beyond the construction phase.
- Stellar J manages all QA/QC on this project to satisfy regulatory agencies.



*Photo Above: Facility and Wellfield*  
*Photo Left: 1,600 KW Generator*

### Project Description

For years Douglass County had been flaring off all its Landfill Gas (LFG) in order to meet DEQ requirements. Stellar J Energy group saw the potential in this and put together a team of partners to purchase the LFG from Douglass County and install a generator facility to provide green energy to the grid.

This project included the purchase, design, construction and maintenance of the generator facility and expansion of the well field. The Generator facility houses one 1600kw Generator that is fed from the 60 wells currently in use.

During the design, construction and maintenance of this facility Stellar J has worked closely with the County and regulatory agencies to ensure the safe and economic production of green energy.

The Landfill is still active, and it has required a great deal of coordination between Stellar and the County to keep the generator running as the fill operations continue through the years. This last year we performed a major renovation to bury the header piping within the trash to reduce the maintenance and pipe alterations as the landfill grows.

## Project 2 – Snohomish PUD PWC Diversion Dam Volitional Fish Passage



**Location** – Sultan, WA

**Engineer** – Snohomish PUD

**Owner** – Snohomish PUD

**Project Delivery** – Design-Bid-Build

**Role of Stellar J** – General Contractor

**Original Contract Value** – \$2,458,200

**Final Contract Value** – \$2,634,540

**Start Date** – 1/2016

**Completion Date** – 11/2016

### Reference

Eric Schneider  
Principal Engineer  
Snohomish County PUD #1  
2320 California St. Everett WA, 98201  
(425)-783-8624  
[eschneider@snopud.com](mailto:eschneider@snopud.com)

### Similarities to this Project –

- In Water Work Schedule
- Cofferdams and Work Performed Water Table
- System of water supply for City of Everett
- Remote project with difficult access

### Project Key People –

- Destre Leifson – Project Manager
- Scott Parker-Project



*Photo Above: Diversion Dam*

*Photo Upper Left: Spillway Removed and Preparation of Concrete Formwork*

## Project Description

Originally constructed in the 1930's on the Sultan River in Washington, the dam sits at the river mile 9.7, roughly the start of the mouth of the gorge. The project design was to retrofit the exiting dam by removing and replacing the existing weir gate providing fish passage upstream allowing access denied to habitat for over nine decades.

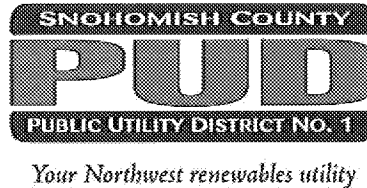
The project access denied deliveries by anything larger than a dump truck; heavy equipment and material deliveries required special and multiple handlings. The project was remote; no cell phone or internet service. The project rerouted the river over a portion of the exiting dam and required the installation of a 24' coffer dam to provide access for removing 1,500 tons of rock and riverbed alluvium and subsequent concrete work.

Stellar J worked in close cooperation with SNO PUD to implement needed project modifications in real time to allow for the changing site conditions and topography. SJC provided information and design suggestions that were adopted by the Owner/Engineer a "team" approach by all contributed to the successful project completion. (See attached LOR)

Despite these challenges, the team of Stellar J and Snohomish PUD were able to complete the project on-time and under the original contract value.



July, 27, 2017



Destre Leifson  
Stellar J Construction  
1363 Down River Drive  
Woodland, WA 98674

**Re: Letter of Recommendation**

**To: Whom it May Concern:**

In January of 2016 the Snohomish County PUD awarded the Diversion Dam Volitional Fish Passage Project (DDVP) to Stellar J Construction (SJC). The project objective was to construct fish passage through a dam originally built in the 1930's on the Sultan River in Washington State. It included the replacement of an existing sluice gate and winch assembly with new equipment roughly 3-times the size. A carefully engineered controlled-blasting program was coordinated by the SJC team to fracture rock in the immediate proximity of the existing dam. Earthwork for the project involved the removal of 1,500 tons of fractured rock and riverbed alluvium to establish the proposed subgrades. Several hundred cubic yards of concrete and shotcrete were poured to establish the floor and walls of the new sluiceway and new outlet flume. In order to perform all of this work, an elaborate dewatering system was constructed, consisting of a 24-foot high cofferdam erected with approximately 900 bulk bags, multiple high-capacity dewatering pumps and associated piping.

The logistical challenges associated with this project were significant. The sole access to the site was a logging road with vertical cliff walls on either side. In its most challenging location the road was 8.5 feet in width. This limited the size and capacity of cranes available and forced SJC to get creative with their proposed means and methods. The remote location of the site also prevented cell-phone access and there was no possibility for internet or email. An analog phone line was the only form of communication in and out of the site.

Despite all of these challenges, I am proud to say that the project was completed on-time and under the original contract value. I credit this to the unwavering commitment of the SJC team led by Project Manager, Destre Leifson. He and Superintendent, Scott Parker, planned and executed all of the above activities and delivered an award-winning project for the District. Mr. Leifson and his team were very professional and remained positive even when forced to address many challenges.

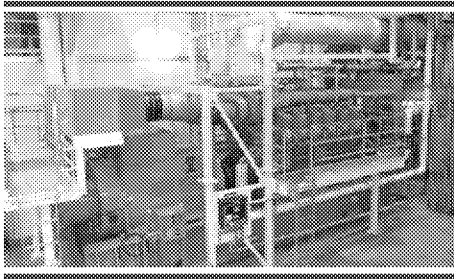
I personally look forward to working with Mr. Leifson and his team again in the future, and would enthusiastically recommend them to anyone planning future projects.

Sincerely,

A handwritten signature in black ink, appearing to read "Eric Schneider", is written over the word "Sincerely,".

Eric Schneider, PE  
Principal Engineer, Generation  
[EASchneider@snopud.com](mailto:EASchneider@snopud.com)  
(425) 783-8624

## Project 3 – Power Generation



**Location – Seattle, WA**

**Engineer – Brown and Caldwell**

**Owner – King County, WA**

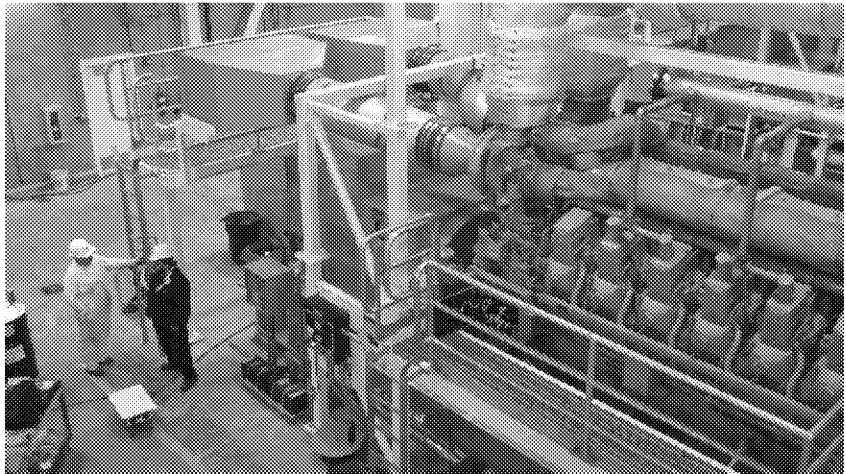
**Project Delivery – Design/Build**

**Role of Stellar J – GC**

**Contract Value – \$12,837,000**

**Start Date – 1/1/11**

**Completion Date – 1/2/12**



*Photo Above: Overhead view of one of two 3.5 MW Caterpillar engine generators.*

*Photos to see generators installed and other support equipment see drop box link:*

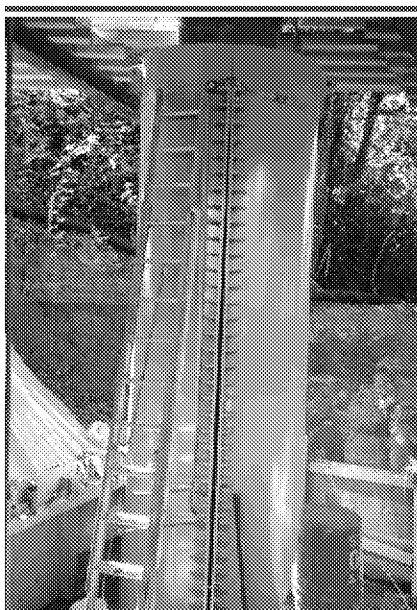
*<https://www.dropbox.com/sh/igbeedcvbqdcyxn/AADWDgl8umhJ0ZFBr8V12BILa?dl=0>*

### Project Challenges:

Stellar J was contracted to install two each, 3.5 MW CAT generators with associated compressor assemblies, filtration, heat exchangers, controls and associated mechanical improvements at an existing waste water treatment plant in Seattle, WA.

A project this size and complexity had not been accomplished by Caterpillar using the support equipment designed by the Owner's engineer. Stellar J, with the engineer and Caterpillar, worked through the complexities of this first ever installation.

## Project 4 – Dakota Creek Bridge Seismic Retrofit



*Photo Above: Dakota Creek Column Jackets Installed*

*Photo Upper Left: Complete Assembly of Column Jacket*

*Photo Lower Left: Installation and Sequencing Around Tidal Patterns*

**Location** – Blaine, WA

**Engineer** – Berger ABAM

**Owner** – Whatcom County PW

**Project Delivery** – Design-Bid-Build

**Role of Stellar J** – General Contractor

**Original Contract Value** – \$3,341,250

**Final Contract Value** – \$3,235,840

**Start Date** – 5/2015

**Completion Date** – 11/2015

### Reference

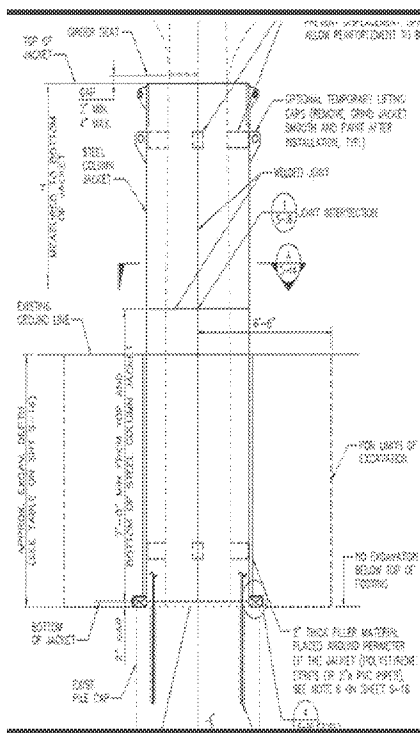
James Lee  
 Bridge/Hydraulic Manager  
 Whatcom County Public Works  
 Bellingham, WA  
 360-778-6264  
[jlee@co.whatcom.wa.us](mailto:jlee@co.whatcom.wa.us)

## Project Description

Originally constructed in 1928, the Dakota Creek Bridge is a two-lane, 335-foot-long bridge just south of Blaine in Whatcom County, Washington. It was part of the old Pacific Highway and predates interstate 5, which was regarded as the most important north-south highway in Washington at the time, connecting from the Oregon border up to Canada.

The project faced several challenges during construction. For instance, the bridge is located at the mouth of Dakota Creek near Birch Bay, home to many fish species, including three on the Federal Endangered Species list. This limited the construction schedule to a short in-water work window between July and October. The site is heavily influenced by tidal action. During construction, the water level would fluctuate between a few feet to over 12 feet at times. Lastly, Portal Way continues to be a main thoroughfare for traffic connecting the communities of Blaine and Birch Bay.

To minimize traffic disruptions on Portal Way due to the project, the County had determined that the project would be completed within 120 working days and one in water work period.



Originally, during the in-water work period, the contractor was to install individual cofferdams sufficient to withstand the large tidal swings around each of the 6 piers, perform dewatering and excavation within each, install the steel jackets in halves and weld sections together, place grout in the annulus space between the steel and existing concrete and finally paint while in place the protective coating.

After the award of the project and prior to construction, Stellar J proposed eliminating the welded connection, and using a bolted connected instead. Eliminating the welded connection allowed to eliminate the field welding of the jackets and subsequent on site panting, and in lieu connect the jackets with a bolted connection and have the painting completed prior to installation. Doing so reduced the needed for permanent dewatering of cofferdam cells, and instead allowed the Stellar J crew to work during low tides.

Despite the difficult work schedules and conditions, including in-water work, work over water, restricted work space, and though collaboration of the Project Team, the project was completed in approximately sixth months and the final construction cost was under budget. The project was recently honored as recipient of the American Public Work Association, Washington Chapter, Project of the Year in the category of historical restoration/preservation.

#### Awards –

2016 APWA, Project of the Year  
Historical Restoration & Preservation

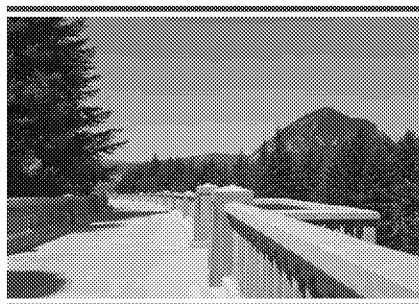
#### Similarities to this Project –

- In Water Work Accelerated Schedule
- Cofferdams and Work Performed OHW Elevations
- Opportunity in Alternate Design

#### Project Key People –

- Jake Oullette – Estimator/Project Manager
- Mike Koski – Project Superintendent

## Project 5 – Historic Columbia Highway – Wyeth to Lindsey Creek



**Location** – Cascade Locks, OR

**Engineer-Contracting Agency** – USDOT  
Federal Highway

**Owner** – Oregon DOT, USFS, OPRD

**Project Delivery** – Design-Bid-Build

**Role of Stellar J** – General Contractor

**Original Contract Value** – \$20,920,018

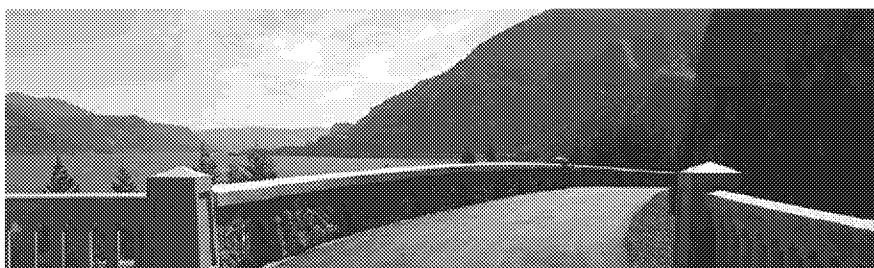
**Final Contract Value** – \$22,373,555

**Start Date** – 6/2017

**Completion Date** – 8/2019

### Reference

Quinn Newton  
Project Engineer  
Western Federal Lands Highway  
Division  
Vancouver, WA  
360-216-6686  
[quinn.newton@dot.gov](mailto:quinn.newton@dot.gov)



*Above: View from Lindsay Cut Bridge*

*Left: View from the top of Summit Creek Viaduct.*

### Project Description

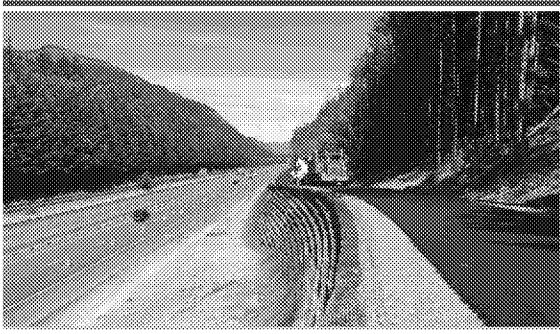
The Historic Columbia River Highway trail and highway system stretches 73 miles from Troutdale to The Dalles, OR through the Columbia River Gorge National Scenic Area and National Forest. This project reconstructed the trail section from Wyeth Trailhead to Lindsey Creek, a total of 3.3 miles.

The construction of I-84 destroyed certain sections of the Historic Columbia River Highway due to the lack of room between the river and steep faces of the Gorge. For years now ODOT and it's partners have been working to link the historic segments that are still in tact and to provide an off highway route for pedestrians and cyclist. This project combined modern building techniques with historic designs providing beautiful structures that honor the people who first started construction on this highway in 1912.

This project included the construction of two bridges, one viaduct, over 50,000 CY of structure and roadway excavation, over 65,000 square feet of retaining walls, 1,300 leaner feet of Stone Masonry Basalt Railing, 8,000 square yards of rockfall protection and

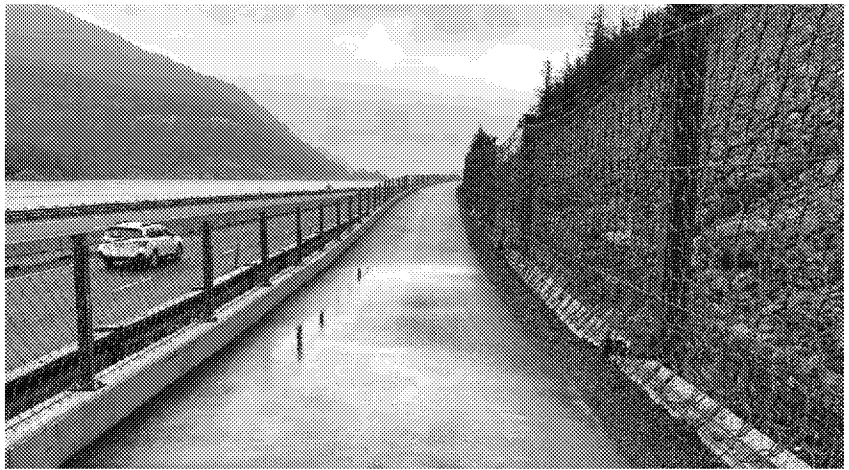
This project was exceptionally challenging due to the close proximity with I-84, sensitive habitats and historic structures. This required large scale construction to be formed in a narrow construction corridor with minimal access points. At some locations we had to build retaining walls on either side of the 13' wide trail with 17' between the clearing limits.

Although this project only had minor in water work restrictions SJIC had to schedule certain work to fit within narrow traffic closures and the overall schedule.



*Above: finishing construction of MSE Wall*

*Right: the path around Shellrock Mountain*



#### **Similarities to this Project –**

- Contractor QA/QC Program
- Working to preserve a historic area
- Using detailed sequencing to mitigate the challenges of limited access and narrow work windows.

#### **Project Key People –**

Project Manager – Leif Schei

Superintendent – Jesse Norton

Quality Control Managers:

- Justin Sieberg
- Alex McCoy
- Greg Ojala

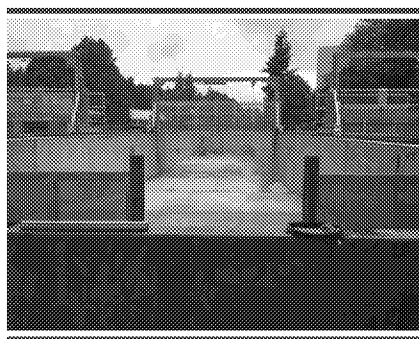
Preserving the scenic beauty of the area was paramount to the project. This required expert craftsmanship to make every visible structure look like it belongs in this historic area. SJC had to use special building techniques and materials to build these structure such that they are pleasing to the eye but not taking away from the natural beauty. SJC implemented it's one QA/QC program and management staff to ensure the project was completed on time and to the satisfaction of all the partners in the Columbia River Gorge National Scenic Area Community.

While building this trail SJC was called on to assist firefighting operations during the Eagle Creek fire. This included extra clearing and removal of potential fire fuel, construction of a helicopter landing pad and installation of sand bag barriers to protect the roadway expediting to reopening of the Highway.

#### **Key Points...**

- Working around national forest, fire issues
- Historic, park like, museum workmanship
- Contractor generated, implemented and competed QC program.

## Project 6 – WDFW Tumwater Falls Hatchery Modification



**Location** – Tumwater, WA

**Engineer** – HDR

**Owner** – WDFW

**Project Delivery** – Design-Bid-Build

**Role of Stellar J** – General Contractor

**Original Contract Value** – \$4,633,000

**Final Contract Value** – \$5,103,882 Est.

**Start Date** – 2/2019

**Completion Date** – 1/2020 Est.

### Reference

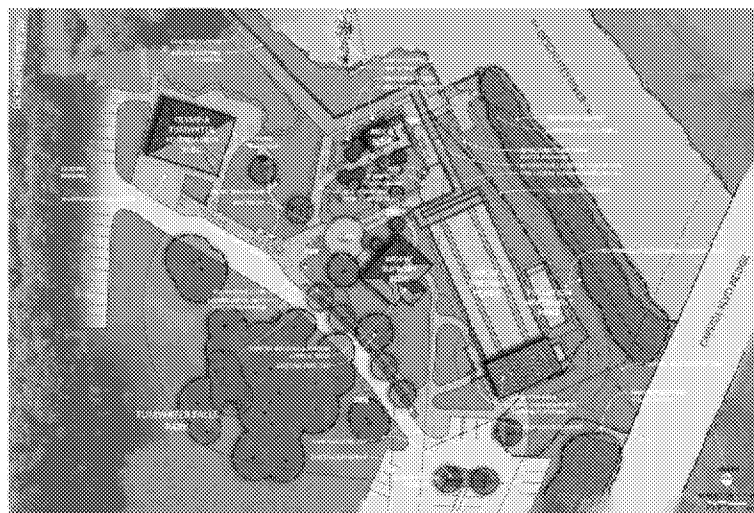
Harry Knechtel  
Project Manager  
WDFW  
Tumwater, WA  
360-529-6936  
[Harrison.knechtel@dfw.wa.gov](mailto:Harrison.knechtel@dfw.wa.gov)

### Similarities to this Project –

- In Water Work Accelerated Schedule
- Cofferdams and Work Performed OHW Elevations
- Fish Generation
- Visible project with multiple involved stakeholders

### Project Key People –

- Destre Leifson – Project Manager
- Mike Koski – Project Superintendent



**TUMWATER FALLS - HATCHERY FACILITY MODIFICATION**

CONCEPT PLAN



*Photo Above – Project Architectural Overview*

*Photo Left – Juvenile and Adult Fish Ponds*

## Project Description

The Tumwater Falls Facility is the end of line for many fall chinook salmon. Originally constructed in the 1950s to help spawning salmon get up the Deschutes River, this project consisted of renovations to an existing facility, including constructing new larger adult holding and juvenile rearing ponds and an extended fish ladder with observation viewing. Currently fish ladders lead salmon from the bottom of the falls where they are line up into the facility to be collected and milked for eggs. Here these eggs are raised into small salmon fry and released into the Pacific Ocean.

The facility being a key part of the fish hatchery program, located downtown near Olympia and WDFW Headquarters, and a very prominent public park, this project was a central project regionally for the area, and in kind received large amounts of public and government scrutiny. Most importantly and noteworthy is the facility is required to be operational by August 15<sup>th</sup> for the fall chinook run. Despite these challenges, Stellar J completed the decommissioning, demolishing the existing facility, and reconstructing the river intake and rearing ponds within a short 5 month period and celebrated when the first 20 pound plus chinook returned in fall.

## C. Project Management/Staff

Herein please find the names of key personnel directly involved with project.

Destrie Leifson – Senior Project Manager

Jake Oullette – Cost Engineer

Leif Schei – On Site Project Manager

Mike Koski – Superintendent

Scott Parker -- Superintendent





## Destre Leifson Project Role: Project Manager

Originally a superintendent and now a project manager, Destre Leifson has led more than 16 projects, ranging from construction of fish passages, dam reconstruction, electrical and emergency systems to entire water and wastewater treatment plants. He has 23 years of experience in civil construction, 20 of them with Stellar J Corporation, and he has led more than \$109 million in projects for Stellar J.

As a former superintendent, Destre has considerable insights into the nuts and bolts of the best methods to actually construct a project, from \$10,000 – two day jobs to \$25 million multi-year projects.

One characteristic that sets Destre apart as a superintendent is his years as a business owner – not only today with Stellar J but as the former sole owner of a framing company. He has the ability to see projects with the broader eye required to anticipate – and prevent – potential construction challenges.

Earlier in his career he worked with a general contractor that specialized in large concrete installations. This experience laid the foundation for a career in heavy construction related to water and wastewater.



### Credentials

Certified Rigger  
Osha 30 HR  
SWPPP (Stormwater Pollution Prevention) Certified

23 Years Experience

20 Years with Stellar J

Shareholder/owner of Stellar J



**Destre Leifson**  
**Project Role: Project Manager**

**Project Summary:**

- Tumwater Falls Hatchery
- CBWTP Digester Diffuser Piping
- Ruby Junction Shop Modifications
- 36<sup>th</sup> Ave Pump Station
- Kelso Pump Station
- Kalama Falls Hatchery
- I5 – 93<sup>rd</sup> Ave SW & Koontz Rd. Bridges Special Repair
- PWC Volitional Fish Passage, Snohomish PUD
- Ridgewood Reservoir
- Columbia BLVD WWTP – Secondary Process Improvements
- Columbia BLVD WWTP – Digester Mixing Improvements
- Columbia BLVD WWTP – Digester Expansion
- Portsmouth Force Main, North Shaft Portal
- Columbia BLVD WWTP – CEPT Project
- Salmon Creek WWTP Expansion
- Three Rivers WWTP North Plant Secondary Clarifiers Expansion
- Newberg Water Treatment Plant Expansion
- Canby Water Treatment Plant Expansion
- Ridgefield WWTP Improvements
- Molalla WWTP Improvements
- Hawk's Prairie Satellite WWTP
- Martin Way Pump Station



## Jake Oullette

### Project Role: Project Manager

As a project manager, Jake Oullette has led more than 20 projects, ranging from construction of pipelines to roads, parks, pedestrian bridges and full bridge replacements on I-5. He has 15 years of experience in civil construction, 5 of them with Stellar J Corporation, and he has led more than \$81 million in bridge and road infrastructure projects.

Jake also brings to his projects in-depth experience collaborating with engineers. Jake has experience with both the traditional design/bid/build method of construction as well as alternative methods such as design/build. At Stellar J he works just as closely with out-of-house engineers.

Jake has overseen the work on every part of a bridge, from underwater pilings, tremie slabs, and deep caissons to highway overpasses, pedestrian crossings, and railroad bridges, including cable stayed, precast and post tensioned, and steel.



### Credentials

15 Years Experience

5 Years with Stellar J

Primavera P6 Scheduling

HCSS and Hard Dollar  
Estimating Software

Shareholder/Owner of Stellar J



## Jake Oullette

### Project Role: Project Manager

#### Project Summary:

- US Spanish Hollow & Trout Creek
- Terminal 4 & 6 Rehabilitation
- Pilchuck River Bridge
- Dakota Creek Bridge Seismic Retrofit
- Dakota Creek Watermain
- Pilchuck River Bridge
- Redondo Boardwalk Repairs
- Cedar Creek Bridge
- Brush Prairie Bridge
- Clark County Guardrail and Bridge Rail Replacement
- Tower Road Bridge Scour
- Applegate River Bridge
- Williams Pipelines – Various structures maintenance and construction
- US 101: Hunter Creek Bridge
- US 101: Big Creek Bridge
- Crabtree Creek Covered Bridge Rehabilitation
- I-84 EB to I205 NB Auxiliary Lane Construction
- Port of Vancouver Terminal 2 Dock Repairs
- Portland/Milwaukee Light Rail Project
- Thomas Creek Pedestrian Bridge
- US 730: Umatilla River Bridge
- Columbia Slough Bridge
- I-5: North Umpqua River Bridges
- I-5: Beltline Interchange Phase 1 (5 bridges)
- 82<sup>nd</sup> Drive Pipe/Pedestrian Bridge
- Fronia Creek Fish Passage



## Leif Schei

### Project Role: Project Manager

Initially a summer intern for Stellar J, through college, Leif Schei has led more than 12 projects, ranging from construction of pump stations to entire wastewater treatment plants. He has 15 years of experience in civil construction, all of them with Stellar J Corporation, and he has worked on more than \$110 million in projects for Stellar J.

Leif has worked his way up as a laborer and concrete form builder, into the management side of Stellar J. This hands-on experience gives Leif considerable insight to the actual working conditions of a job, and to the processes required for a successful treatment plant.



### Credentials

Bachelor of Science:  
Construction Management  
Oregon State University

16 Years Experience

16 Years with Stellar J

OSHA 10 Certification  
Certified Forklift operator  
Certified Aerial Lift Operator

Shareholder/owner of Stellar J



**Leif Schei**  
**Project Role: Project Manager**

**Project Summary:**

- Historic Columbia River Highway Viaduct
- Port Townsend WTP and Reservoir
- Vancouver WTP Pressure Filter Rehabilitation
- Col. Blvd Chemically Enhanced Primary Treatment
- Green River WTP Mechanical Subcontract
- Col. Blvd WWTP Digester Expansion
- Col. Blvd WWTP Diffuser Membrane Upgrade
- Rock Creek WWTP East Aeration Basins
- Rainier WWTP Improvements
- Hawks Prairie Satellite Water Reclamation Facility
- Stephenson Pump Station Improvements
- Salem Waterfront Park and Pier
- Budd Inlet Secondary Clarifiers



## Mike Koski

### Project Role: Superintendent

As a superintendent, Mike has led more than 14 projects, ranging from construction of bridges to pump stations to entire wastewater and water treatment plants. He has 19 years of experience in civil construction, 16 of them with Stellar J Corporation, and he has worked on more than \$95 million in projects for Stellar J.

Mike started as a foreman for Stellar J, working up through the ranks. He has proven himself time and time again as a valuable asset to our company. Mike possesses a strong background in supervision of both earthwork and concrete crews. He has excellent leadership, communication and relationship building skills. He has taken the lead on several earthwork and concrete projects; excavating over 30,000 yards of material and installation of pipe more than 30 feet deep, with substantial dewatering.

Mike has been the foreman and superintendent on projects including concrete pours with 40' tall walls, large slabs and over 5,000 yards of concrete in a single pour.



### Credentials

19 Years Experience

16 Years with Stellar J

OSHA 30 Hour  
HCCO Certified Crane  
Operator  
Aerial Lift Operator  
Certified Rigger  
CDL  
Certified HDPE Welder 2-48"  
Confined Space Certified  
Micro Tunneling Certified  
CPR Certified  
First Aid Certified

Shareholder/owner of Stellar J





## Mike Koski

### Project Role: Superintendent

#### Project Summary:

- Tumwater Falls Hatchery
- Vancouver Water Station 1
- Port Townsend WTP and 5 MG Reservoir
- Payne Pump Station
- Dakota Creek Bridge Seismic Retrofit
- Dakota Creek Bridge Waterline
- Montesano WWTP
- Col. Blvd WWTP Digester Mixing Improvements
- Col. Blvd WWTP Chemically Enhanced Primary Treatment
- Col. Blvd WWTP Digester Expansion
- Salmon Creek WWTP Expansion
- Sandy Fish Hatchery
- Col. Blvd WWTP Secondary Process Improvements
- Ankeny Pump Station





**1. It is the owner's intent to have some full day meetings, 6 – 8 hours to review certain design elements after issuing the contract. The owner, owner's engineer, and project manager would attend along with potential consultants. Who would the contractor have attend these meetings? Please list any of the design elements you feel should be reviewed to help improve constructability, project design intent or reduce overall project cost.**

- Stellar J would have Senior Project Manager Destrie Leifson, Onsite Project Manager Leif Schei and Cost Engineer Jake Oullette
- Design elements to be reviewed;
  - i. Downstream Retaining Wall; the height and size make it both costly when evaluating a price per cubic yard, the size prohibits use of precast sections without significant added cost. Stellar J would review the use of having a set back or two staged wall allowing construction to be performed outside the permitted work area. For example, a likely valuable solution would be to create a precast footing at a 20' length with vertical bar extending to the footing. Then cast in place the wall to an elevation outside of the in water work permitted window. Then use a bag wall or similar wall that can be constructed following the in water work period. If required, a cast in place can be constructed on the face of the bag wall. Doing so, would reduce the work activities within the permitted window and create a less cost per cubic yard for wall concrete.
  - ii. Precast elements used for the construction of the rock chutes, and outside of the permitted window using temporary bypass or similar.
  - iii. Modify/adjust dimensions and tapers, cost per cubic yard of concrete increases due to varying tapers, slopes, dimensions. Stellar J would review and assist in creating more typical dimensions and configurations to help reduce cost.
  - iv. Review of total quantity and limits of excavation. Based on review and estimated takeoff of plans, Stellar J has estimated approximately 26,000 CY of excavation and over 20,000 CY of backfill and riprap. Similar to the concrete, once the final design is completed and reviewed. We expect these quantities to reduce and provide revised cost similar how the concrete is intended to be completed.

**2. The owner is concerned about the overall project cost and has reviewed various scopes of work that could be self-performed to reduce the overall cash outlay on the project. These include:**

**a. Stockpiling the 3-4-man rocks for bank protection and spillway floor on site prior to the contractor mobilizing.**

- Stellar J's RFP and price is dependent on the 3-4 man rocks furnished and stockpiled by owner prior to mobilizing.

**b. Stockpiling sand and gravel on site for use in a concrete batch plant or volumetric concrete truck operation.**

- Stellar J has reviewed the use of using an onsite concrete batch plant. Due to the relative proximity of commercial batch plants, Stellar J has priced using a commercial source. Additional precautions and safety measures required by the sites uniqueness, these have been calculated and taken into Stellar J's price to supply concrete commercially. We anticipate the backfill material for the structures to be available on site.



- c. ***Performing coffer dam construction and spillway demolition at project initiation.***
    - Stellar J's RFP and price includes earthwork for the cofferdam only, would request the owner provide materials and labor to install linear with necessary assistance of equipment as needed by Stellar J;
    - Stellar J's RFP includes the demolition and reconstruction of the spillway, removing this scope of work is agreeable and would reduce contract value.
  - d. ***Installing owner supplied air bladder spillway after installation of anchorage, conduits, pneumatic piping and ancillary by contractor.***
    - Stellar J's RFP includes installation of the anchorages and conduits, removing this scope of work is agreeable and would reduce contract value.
  - e. ***Installation of owner supplied trash rack cleaning system after installation of rail, conduits and ancillary systems by the contractor.***
    - Stellar J's RFP and includes installation of the rack cleaning system, removing this scope of work is agreeable and would reduce contract value.
  - f. ***Please explain any other ideas you might have on how to control costs on the project and reduce the risk of change orders moving forward.***
    - As shown through our work experience, Stellar J is vastly experienced in both the type of work and the monumental task and effort to perform the work within permitted work windows and isolated locations. Stellar J has priced the work using our experience. As shown on example project 2, a similar project, Stellar J was able to complete the project within the time frame and under the original contract value. Furthermore, Stellar J is verse in providing valuable feedback during design or during award, in which the information was realized and provided both a reduced cost to the owner and shorter in water work activities, see project 4 as an example.
3. ***Owner has discussed the idea of using precast concrete panels for the downstream left embankment retaining wall in lieu of a cast in place wall system. In addition, cast in place panels have been discussed for use as part of the abutment forming to reduce in water work time requirements. Please indicate your ideas about premanufacture project components to reduce cost or assist in meeting the tight in water work window.***
    - Stellar J evaluated the concept of using precast concrete elements, specifically at the embankment retaining wall. With the current size using precast became difficult due to the weight of the sections, as a typical section would be very large for adequate hoisting. Stellar J would propose alternate possibilities as previously discussed.
  4. ***Please detail your experience with similar projects here if not explained elsewhere in the proposal.***
    - Detailed experience elsewhere.
  5. ***What do you think is the best way to ensure quality control of the work? Independent quality control subcontractor? Owner? Use of contractor's independent quality control system?***
    - As detailed within Stellar J's work experience, Stellar J routinely creates, implements and manages a detailed and stringent QC program, for example please see Historic Columbia River Highway Project in which Stellar J created QC Program for an \$20 Million plus Federal Project. At this project, Stellar J would create a similar system and culture that uses our own forces providing excellent quality control and no additional costs.



## Appendix A



**6. What temporary support facilities would you suggest your firm provide and which would you expect owner to furnish?**

- Stellar J is requesting to use the following equipment and facilities based on our understanding on the available resources;
  - i. 10" Dewatering Pumps
  - ii. Large Excavator Reviewed Onsite at Walk Through
  - iii. Fuel Storage, Stellar J would want to use the storage bulk tank located in the staging area; cost of fuel provided by Stellar J.
  - iv. Fire Suppression Equipment, i.e. Fire/Water Truck designated for fire only.

**7. Please indicate any revisions to the overall project schedule that could assist in project success.**

- As stated above, Stellar J would review design elements allowing concrete and or earthwork beyond the limited in work window, i.e. multistage or set back cast in place wall, rock chutes precast and bypass system allowing extended construction.
- Stellar J has reviewed the allotted time schedule and is confident that the project as currently designed could be completed in the permit window.

**8. The owner is attempting to gain permit approval to place slurry concrete between the Contractor placed rip rap downstream of the spillway on the riverbed and portions of the banks. Please include in your proposal an alternate bid item to place 2,500 cy of slurry concrete (2,000 psi: high slump) in these locations.**

- Please find a price to pump 2,000 PSI high slump; \$295/CY.

